

What the media have been saying... that has a bearing on our mayoralty debate

Cain proposes reform of the NCC: open NCC meetings to the public, appoint locals to the Commission, improve cc between city and NCC. Repeats Watson's proposals, which in turn repeated Chiarelli's proposals back in March. (Sun, Jul 14, p. 8)

\$200M retail centre (36 ha) planned near VIA Rail. (Cit, Jul 15, C1)

"The environment is becoming a hot topic again" – environmental protection now ranks among the top four priorities for voters (Marzolini at the Liberals' policy meeting in Winnipeg). An Angus Reid poll still places the environment way down in most of Canada, but not in Ontario, where it's among the top four. Thank you, Walkerton. (Steve Madley's column, Sun, Sep 1, p. 14)

Cain promises \$83 M tax cut over 3 years. Didn't say what services would be cut. Would do this no matter what the transition board sets out in its draft budget. Chiarelli says she has no credibility. (Cit, Sep 9, H3)

At a BOMA luncheon, Chiarelli announces he aims to sell 10% of Hydro Ottawa (generating \$350M) to fund infrastructure; the remaining \$50 M needed would come from development fees. At the same event, Cain releases a 5-point plan to ensure speedy approval of development plans. (Cit, Sep 13, C1)

Political elite (Blais, McGuinty, Harry Allen, Brian Ford, a host of MPs and municipal politicians) rally around Chiarelli at the official launch of his campaign. Chiarelli said the election is about 3 main challenges: managing the city's enormous growth, protecting community and neighbourhood identities, and reducing taxes. Countering Cain's high-octane launch in April, which was attended by 350 people, including most area mayors incl. Watson, Pitt & Nicholds. (Cit Sep 18, C1)

When Chiarelli addressed business leaders last week, he didn't mention light rail. Is he still on board? (Susan Riley's column, Cit, Sep 18, C4)

The City of Ottawa will receive a gold medal from Voluntary Challenge Registry, a nonprofit company set up by the feds, for its achievements in cutting greenhouse gases over the last 10 years; only city to get gold, along with 49 corporations. (Cit, Sep 20, C3)

Urbandale and Richcraft bought 800 acres in the heart of Kanata Lakes, planning 2,500 to 3,000 upscale homes that will rival Rockcliffe. (Cit, Sep 21, A1)

Chiarelli tells a Committee of Council, as it approves \$7M in design studies for roads and public transit, that "There's a real rumble out in the community – People are saying, 'Why should we have all this economic development if it stifles our quality of life?'" "We can't only talk about roads. We have to talk about green space, we have to talk about recreation, and that's not high enough on the public debate agenda... We have to start talking about the infrastructure that people need." He urged high-tech leaders to join the lobbying effort to get federal and provincial

governments to fast-track funding that includes rinks as well as roads. (Cit, Sep 20, A1)

Reg'l Cee asks for 3-month delay on King Edward Ave. truck ban. (Cit Sep 21, C7)

Transitway washrooms could cost \$4.4M. Security a major concern. (Cit, Sep 21, C10)

Mayoral candidates cautious about promising funds for hospitals' capital projects. (Cit, Sep 23, C3)

Hold a 3-tier summit to help steer city's growth over next 50 years, says MPP Brian Coburn. Cain thinks it's a good idea. Chiarelli is not keen, saying the public elects a council for such leadership; thinks Coburn feels out of the loop. (Cit, Sep 23, C1)

MPP Brian Coburn proposes to designate a southern corridor from Cumberland to Kanata to bypass Ottawa. (Cit, Sep 23, C6)

Austin, Texas, struggling with growth. Everyone talking about how to maintain quality of life. Hi-tech leaders promoting light rail. (Cit Sep 25, B5)

NCC to spend up to \$30M to clean up polluted LeBreton for development. (Cit Sep 25, C1)

Landmark trees of the Ottawa area. (Cit, Sep 25, C3)

Claude Bennett says Ottawa should respond quickly and vigorously to business demands for roads and other services, or they'll go elsewhere. He understands the anxieties of residents who want to protect green space, but has faith in the ability of politicians and planners to do the right thing, believing they will not cut corners or do anything to harm the city. "I think we've become much more conscious of the environment over the last number of years and we still are. I think developers and everybody else today have a greater respect for the environment and I would hope things are done responsibly." (Cit Sep 26, F1)

US technology author Geoffrey Moore says city could face Silicon Valley's problems of soaring house prices, packed freeways, jammed airports. The new council should immediately go to San Jose, California, to see how not to do it. (Cit, Sep 26, D1)

Election-primed federal Cabinet ready to spend on environment. Ekos poll found that 93 % of Canadians are worried that environmental hazards are affecting their children's health. (G&M, Sep 27, A6)

In Halifax (Cogswell Interchange) , Kingston and Toronto (both, waterfront development), citizens are grappling with shaping alternatives to development errors. (G&M, Sep 27, R4)

Long letter to the editor by candidate John Swettenham, including big picture with his dog, Louis XIV, reacting to an earlier letter writer who had observed Louis drinking from a water fountain. Says the dog's tongue never touches the spout. Is more hygienic than the "less hygienic

humans” in Tin House Square or Confederation Park at 6 a.m. (Cit, Sep 28, C7)

A Michael Gibbs of the eastern region office of the Ministry of Transportation writes that it’s Ministry policy not to pay for widening of the Queensway if the need for it is development-driven. “An absolute, complete, total shock” says Chiarelli. (Cit, Sep 28, D3) (Heard later on the radio that it was all a misunderstanding...)

Regional Council’s approval of the new 465 ha Kanata business park (Sep 27) is a failure of imagination and a failure of courage. We should be imagining a community where people can live and walk to work and go out and do something after work. Council’s approach to development is a series of strategic retreats from its official plan, culminating in a final surrender to developers. The Kanata site needs a champion, a great architect or urbanist (e.g. Witold Rybczynski) who can live up to Chiarelli’s challenge that here is an opportunity to be world leaders in how we grow. (Randall Denley’s column, Cit, Sep 29, ...)

The Citizen’s Boomtown Series:

Patricia Bailey, Sep 26, F4-5: Visionaries’ ideas on how to make the city livable.

Peter Hum, Sep 27, C4-5: We’d rather do it in the Market than in Kanata, say the young hi-techies.

Bev Wake, Sep 28, C4-5: The transit we need.

Kelly Egan, Sep 30, C4-5: JDS bucking the trend, building in the east.